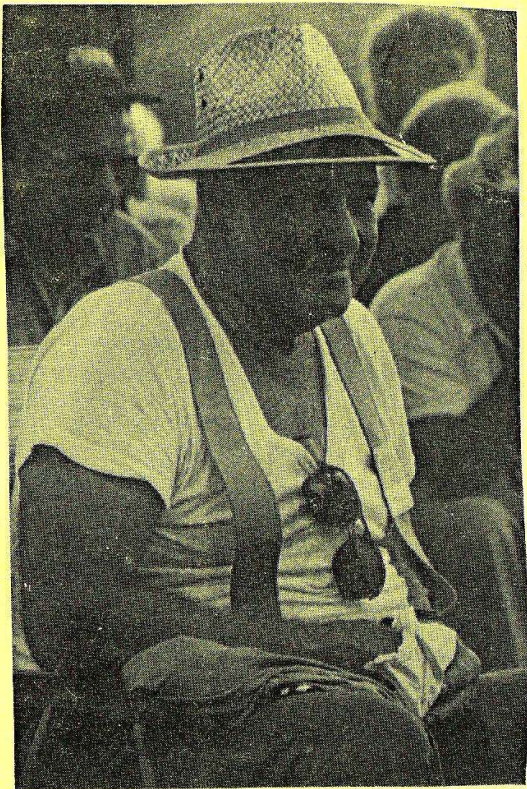


4.60
4.75
2.70
11.55



WHY IS THIS MAN SMILING?

1988 DUES ARE PAYABLE NOW!!!!!!

DUES ARE PAST DUE. If an 87 appears by your name and address, that means that we have not received your \$4.00 for 1988. If an 88 appears, we have received your 1988 dues.

So if you wish to continue getting your newsletter, please send \$4.00 to the Secretary/Treasurer.

1199 Dunsyre drive
LAFAYETTE, CALIFORNIA
94549



WHALES ON WHEELS

VOLUME V11

NUMBER 1

SPRING 1988

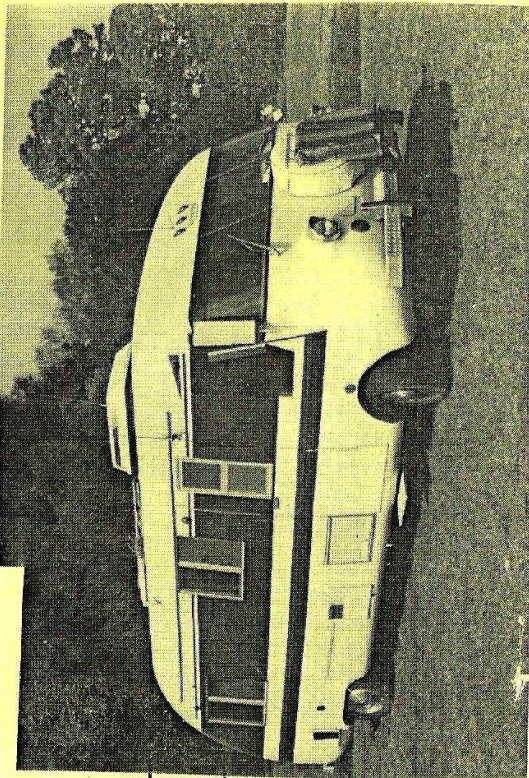
GROUP

ULTRAVAN

TC:

BOB & BERTIE JOY
4203 E. RIVER ROAD
CORTLAND NY 13045

87



WHALES ON WHEELS IS A QUARTERLY PUBLICATION OF GROUP
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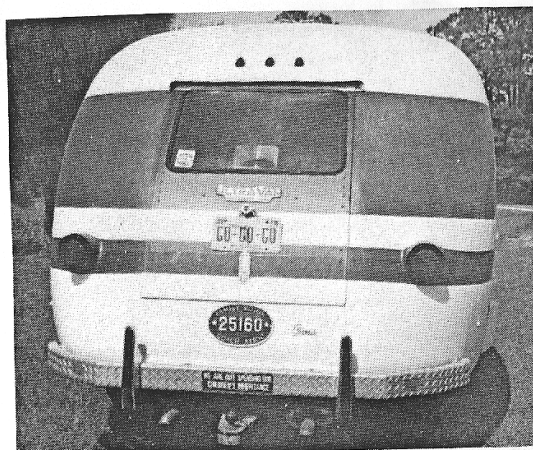
ART ELLER #364
3873 Shannon Rd.
Los Angeles, Ca. 90027

Typed and assembled under the supervision of
Leona Campbell

Group ULTRA VAN is a CHAPTER OF CORVAIR SOCIETY OF
AMERICA (CORSA). Dues are \$4.00 annually. Submit
all technical information to the President.

GROUP ULTRA VAN is dedicated to the preservation and
use of ULTRA Vans. This 22 foot unique motor home was
designed by David Peterson and built in Kansas until
1970. About 360 units were built. For a full story,
read the April 1980 (Vol. 2, Number 8) CORSA Commu-
ique. For this issue please send \$3.00 to CORSA,
PO Box 550. Midlothian, Ill. 60445-0550 (312) 339-6241.

COVER STORY: ROBERT ACKERMAN SHARES WITH
US THE THINGS HE HAS DONE ON # 458



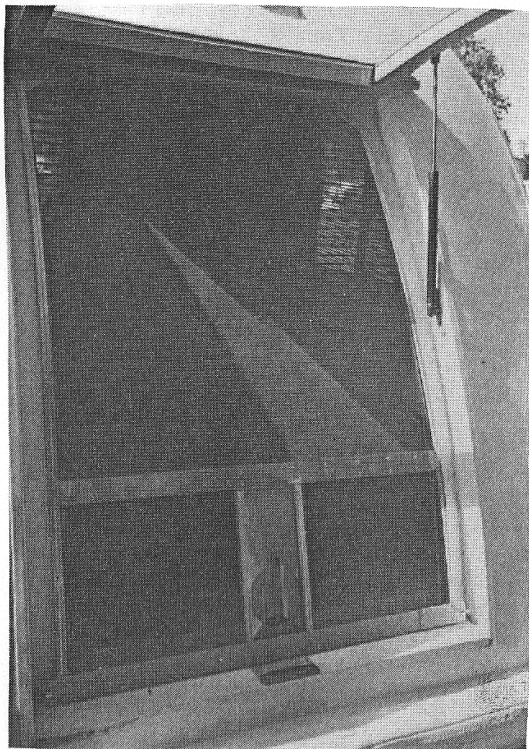
COVER
STORY

It is #458 originally built for Dr Vernon Rodgers
of Wisconsin. It now has about 198,000 miles on it.
We purchased it in Aug. of 76 with 23,000 miles, so
it does get around.

As you can see, we have repainted away from the
original a great deal, such as yourself. I have made
many modifications to the entire coach. Some of
which had been done prior to our meeting with you
in Hutchinson, KS. It has a new engine purchased
from a Chevy Dealer in Illinois still in the crate.
However, we lowered the compression via copper jug
gaskets prior to installation. We run 4:11 gears,
2:35/60 X 15 steel belted Goodyear Eagle GTs,
operate an on-board Kohler 2500 watt vertical shaft
generator mounted in the closet. Also, have mounted
the batteries forward in the front wheel wells. Have
installed power steering which really makes for more
stable and easier handling, sway bars front and rear,
4-way shocks in addition to the standards at each
wheel, bored out the wheel cylinders for more ef-
fective braking, installed a hydrovac booster to the
brakes and run with metallic lining. We gross out at
about 6600lbs, plus we tow a 20' open fisherman
around this country, so you can see that the 4:11
gears are needed.

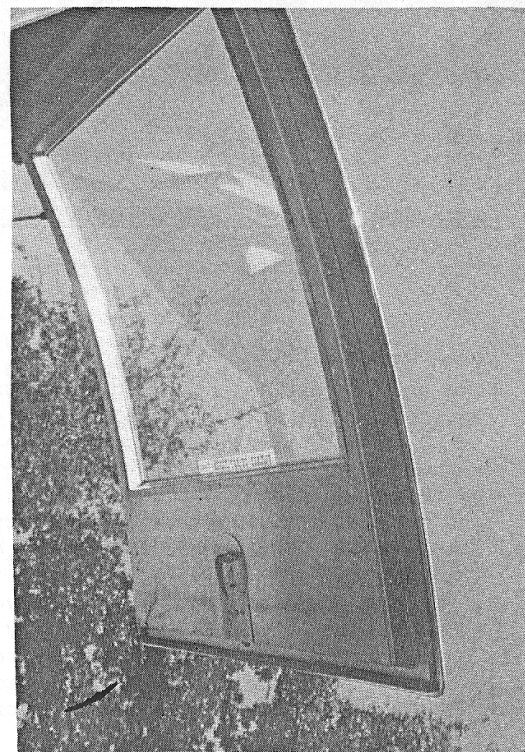
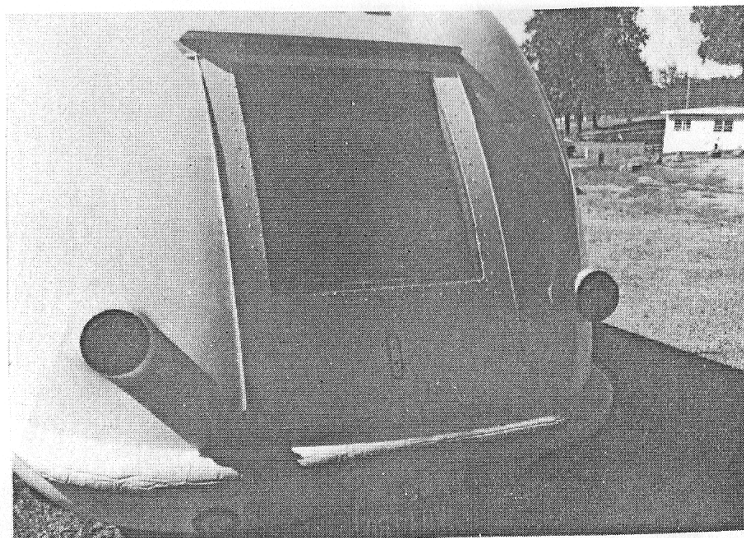
Inside, one handy modification has been to split the sidewall couch/daybed into 2 individual units that can still be used as a double bed (?) or turned to face each other and with the original table hooked to the sidewall, become a dinette seating 4 more comfortably than wrestling around the steering wheel. Naturally we have a cruise control and mileage computer for fun. I have built a retracting power step out of an electric window lift assemble, that pivots the step back under the floor. The bumpers are formed aluminum, heliarc welded etc., and the paint is Sherwin-Williams "Starfire", a takeoff of the Imron Poly paint. (Except for the Flat Black which is GMS interior trim from the 60s era.)

Robert Ackerman

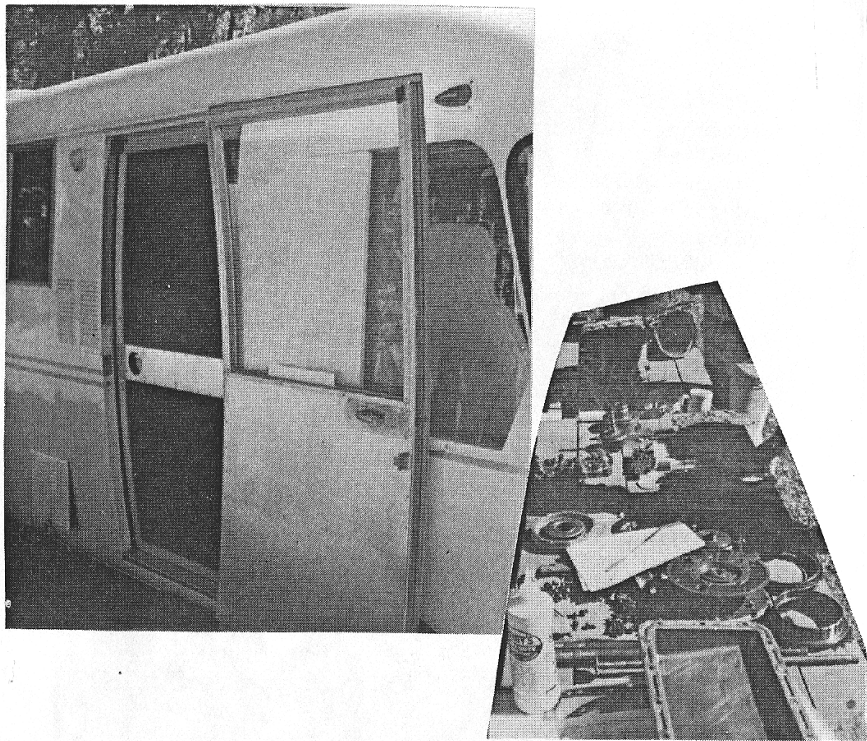


CLYDE
STANTON'S
329 HAS
DONE A NICE
JOB ON A NEW
REAR AND
SIDE ENTRY
WITH SCREEN
DOORS TO
BOOT.

-3-



-4-



CORVAIR/ULTRAVAN AUTOMATIC TRANSMISSION FACTS
AND FIGURES

BY ART ELLER

PARTS AVAILABILITY:

Like the Corvair engine, a common question is the continued availability of repair and replacement parts. I am still able to rebuild the automatic transmissions to reasonable operating condition. The following facts must be accepted:

1. Most transmissions are over twenty-five years old and have been driven from 50,000 to 100,000 miles or more.
2. Normal automatic transmission overhaul or rebuilding involves replacing any and all worn parts. You cannot get new replacement parts for major and minor components. (I am repairing the oil pump suction screens because I can't find new ones.)

3. With careful examination of each part and component and a supply of used parts I am able to make up good usable transmissions.

The ITEMS THAT MUST BE REPLACED ARE:

1. A paper-rubber gasket set.
2. Low Band
3. Three reverse and two drive friction clutches.
4. Some of the bushings, maybe!

The paper-rubber gasket set is becoming more difficult to get. For years I got them locally from NAPA (#1-3963) but as big as Los Angeles is, they haven't been able to supply any for 6 months. The best source for any available parts including the above gasket sets are:

1. Clark's Corvair Parts, Rt. 2, Shelburne Falls, Mass. 01370.
2. David Edwards, Box 245-C, Needham Hts, Ma 02194, 617/449-2065. He advertises in the CORSA Communique and has the best supply of complete kits.
3. Other vendors such as Corvair Underground also have the replacable items.
4. Local automatic transmission supply houses can supply the reverse and drive friction clutches because they are standard Chevrolet power glide parts. They may be able to supply rebuilt Low Band replacements.
5. The bushings are a difficult story. Clark has some and keeps saying they are getting more. Dave Edwards has three or four of them. If anyone out there knows where there is another source, please let me know!

This should be enough for now. Later we will talk about such topics as; Trans. oil leaks; General maintenance, trouble shooting, identifying good/bad parts; rebuilding or upgrading parts; adjusting the transmission; rebuilding the transmission.

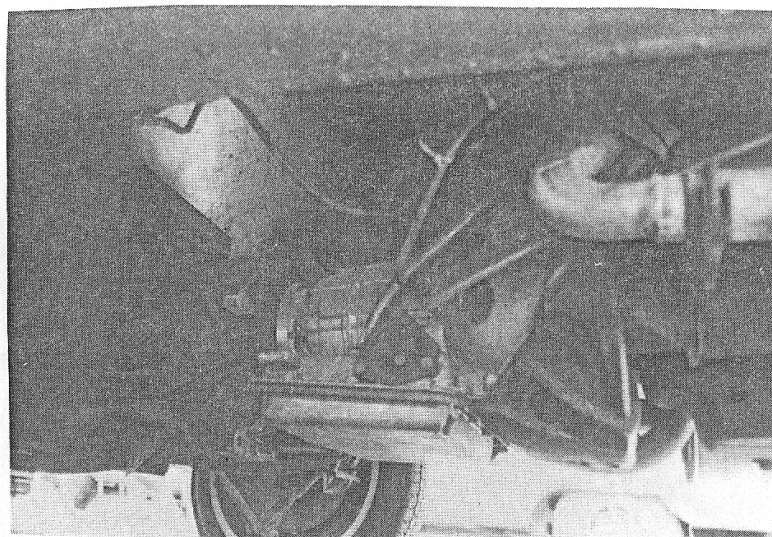
THREASA VANDERSTEEG'S NEWLY PAINTED #525



THREASA VANDERSTEEGS # 525

This Van was originally a Chevy V-8 from the factory. When Bill Vandersteeg was finished with it, it was a different vehicle. He had a Buick V-6 installed with a 4 speed transmission. This 4 speed was changed to a late model powerglide transmission with a park feature. This was done by Howard Boso so that Threasa could drive the Van after Bill's passing. Howard used a Vega torque converter to match up with the Buick V-6. Threasa likes the park feature of the transmission because she doesn't have to rely on the parking brake. Howard also installed a Corvair Forward control parking brake lever under the dash as it is on the Corvair.

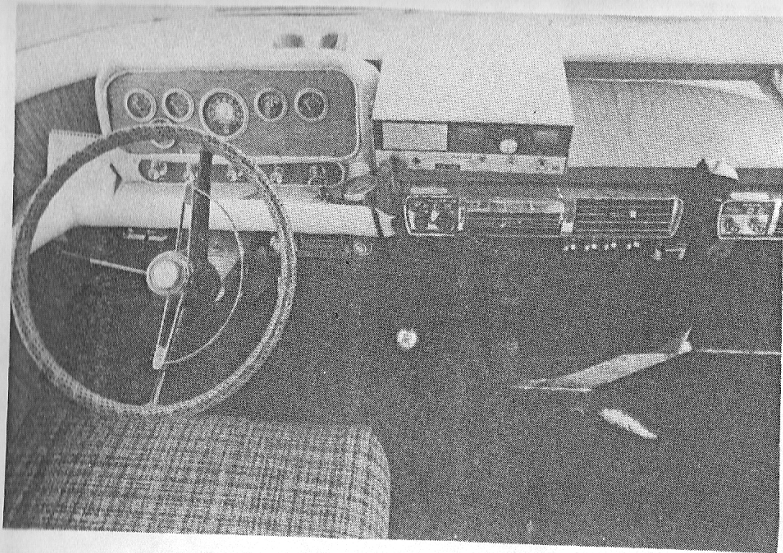
Howard also moved the radiator from the front of the engine (as the factory V-8 had). He now states the temperature doesn't get over 180°.



THE POWERGLIDE TRANSMISSION WITH THE VEGA TORQUE CONVERTER



CUSTOM BUILT REAR SUSPENSION TRIANGLE FOR MOUNTING THE REAR AXLE AND TIRE.

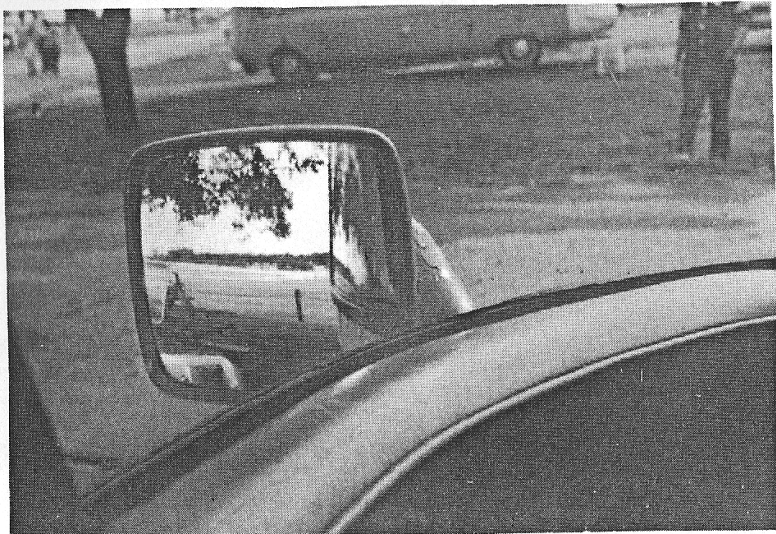


THE DASH BOARD. NOTE: WORKING BRAKE, JUST BELOW TURN SIGNAL LEVER. ALSO "SHIFTING SELECTOR" COMING OUT OF THE FLOOR LIKE A "STICK SHIFT". ALSO AIR CONDITIONER AND HOT WATER HEATER.

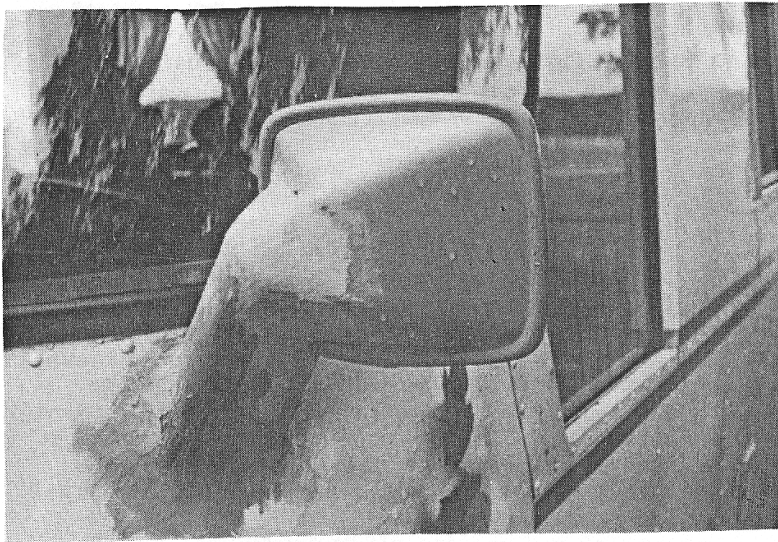
HOW TO REPLACE THE REAR WHEEL SPINDLE ASSEMBLY

1. Block wheels, jack vehicle on side work is to be done, use safety stand or place spare tire under engine and block as required.
2. Remove drive shaft. (Caution: "U" joint bearings are to be held by hand during shaft removal). Tape bearing cups to prevent them from falling off, after removal of shaft.
3. Remove cotter key from nut, place block under wheel to prevent wheel from turning (Emergency brake on), remove nut and washer. (Magnet may be required to get washer off).
4. Reinstall nut and tighten until flush with end of shaft, (remove wheel and brake hub) install yoke puller, remove yoke. Insert pry bar in yoke to resist turning.

5. Reinstall nut on spindle, use a brass drift punch or hardwood block of wood, drive spindle (axle) assembly outward. (Note: If spindle will not move proceed to step #11).
6. Remove outer grease seal from spindle housing.
7. With spindle (axle) removed, remove four each nuts and washers holding brake backing plate and spindle housing, carefully pull backing plate outward (watching that you do not bend the brake line), only far enough to allow removal of spindle housing.
8. Disassemble new replacement spindle axle assembly, being careful that all shims stay in place, remove outer grease seal, install spindle housing in reverse order of removal of old one. (Do not remove inner bearings or seals).
9. Install outer grease seal, (view interior of housing to make sure no shims are loose inside), install spindle (axle), install yoke with cotter key hole lined up with open area of yoke, install washer and nut. Torque nut to 80 Ft. LBS., install cotter key.
10. Install drive shaft, (verify that "U" joint bearings seat properly in yokes).
11. If spindle cannot be removed from housing on vehicle, remove brake shoes and all associated parts, remove emergency brake cable from backing plate (use a small hose clamp to compress fingers on cable retainer).
12. Remove brake line (tubing), remove four nuts and washers holding backing plate and spindle assembly, remove assembly from trailing arm. (Take assembly to shop and have it pressed apart.) Note: If your new replacement spindle (axle) assembly is set up with the backing plate attached, confirm that backing plate has the emergency brake cable hole in the correct location. Use old backing plate if required on new spindle assembly.
13. Install spindle assembly in reverse order of removal, bleed brake, refill master brake reservoir. (Install drive shaft per #10 above).



DRIVERS SIDE, REAR VIEW MIRROR ON # 503 CREATED
BY GERRITT GROOTENHAAR



CLASSIFIED

ADVERTISING

#102 ULTRA Van. 1963 Coach, exterior rebuilt by airplane factory; 3 fiberglass tanks, instant water heater, ducted heat furnace, good engine. \$7000 or best offer. Barr Musser, 1929 East 4500 South, Salt Lake City, Utah 84117 Phone: (801) 277-1829.

#276 ULTRA Van. 1967, 110HP with powerglide, roof air, no dents, flush windows. \$5000. Albert Austin, 4439 Emerson Road, Brooksville, Florida 34601. Phone (904) 796-6647.

#423 ULTRA Van. 1968 with Buick 350 V-8 conversion, Toronado drive train and transmission. New white paint. Interior fair condition. \$4500 or make offer. Bill Tanner, 15701 E. Chapala, Gilbert, AZ. 85234. Phone: (602) 892-3716 or (602) 962-2387.

#492 ULTRA Van. 1969 with 110 HP Corvair, Power Glide. Far above average condition. Make offer. Hal Honer, 30493 Kings Valley Drive, Conifer, Colorado 80433. Phone: (303) 838-5295.

1968 ULTRA Van, needs paint and cleaning up. Stan Light, 6917 18 Ave. Bradenton, Florida 34208 Asking \$4000.

3.89:1 NOS Ring and Pinion. P/N 3781697, still in original box. (Includes good used early or late automatic pinion gear shaft.) \$185 plus shipping. Many other Corvair parts also. Jim Craig. #202 Phone: (619) 571-3493

The bellcrank assemblies (L & R) as shown on pages 10-18 and 10-30 of the ULTRA manual are going to be reproduced and made of steel if enough interest is shown. (A prototype of each bellcrank was shown at the recent Arizona rally and all concerned agreed that it was quality work). Len Ryerson and myself made up the fixture which is required for set-up and welding.

All parts are made of 4130 steel, jig welded, normalized and heat treated after welding. All bearings, except the Spherco-self aligning bearing P/N SBG-65, will be included. These new bellcranks will fit all basic ULTRAS. It is recommended that each owner include the modification to the bellcrank attach structure as shown on page 10-34 of the ULTRA manual, unless already existing, as part of the bellcrank replacement task.

Prices: The price is firm at \$125 plus C.O.D. UPS shipping. For the first twenty (20) sets. (Consists of 1 ea. left and right bellcrank assemblies with bearings, except as noted shown. NOTE: Price for additional sets will be somewhat higher. So— mail your check of \$125. now! Make payable to Bill Helander, 1565 No. Cloister Dr., La Habra Heights. Ca. Phone: (213) 691-1353

"Shurflo" water pump conversion pumphead. Converts any Shurflo Model 110 or 111 to the latest Model 200. Cost \$40 from the factory. After ordering it got our's working like new, so have brand new kit to sell. Asking \$38 postpaid. Ernest Newhouse, 15239 El Soneto Drive, Whittier, Ca. 90605. Phone (213) 698-1740.

Complete power train out of #497. 41,000 miles on 110 Corvair engine. Complete, ready to run. Alternator not included. Power glide rebuilt at 40,000 miles. Located at Barnett Motors, 4307 Olivehurst Ave., Olivehurst, Ca. 95961. Phone (916) 742-6416. \$975.00. Owned by Don Elliott. To remanufacture engine, \$550. plus parts.

ULTRA Van windshield replacement. Gator Glass, 3685 Investment Lane #1, Riviera Beach, FL. 33404. Phone (305) 842-4997. Ask for Fred (He can arrange replacements in other parts of the country). Information from Glenn Lee, #454.

Paneling "Cherry Mellow" #320T., (original was #334T). Available from Western Lament, Phoenix, AZ. Bill Schehl, #431, will send sample. Price \$0.36 a square foot.

SAFARI VITON PRODUCTS, O-RINGS, AND SEALS

COMPLETE SET	\$10.75
HEAD SET	8.30
OIL COOLER SEALS	1.95
TRUCK OIL FILLER TUBE	.90
AUTO-TRANS SET	1.50
VITON BALANCE TUBE HOSE	2.35
BULK SETS 120 Pushrod tube	40.00
60 Head stud	

All prices postage paid, SAFARI O-RINGS, 18131 W. LK Desire Dr SE., Renton WA 98058. Steve McDaniel #437